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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XIX • NUMBER 4 • MARCH/APRIL 2001



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

In January I mailed out a reminder letter to those who did not renew last September. This together with new members has pushed out total paying membership past the 600 mark. We will probably break last year's membership record of 642. This was number of paying members we had on August 31, 2000. It's unbelievable, considering these cars were built over 60 years ago, but every year our membership increases!

Another thing that increased was the US Mail Rates. The overseas rates increased the most. And the overseas surface mail rate has been eliminated. They are now being sent Air-Mail. But I will keep the renewal rates at their present level.

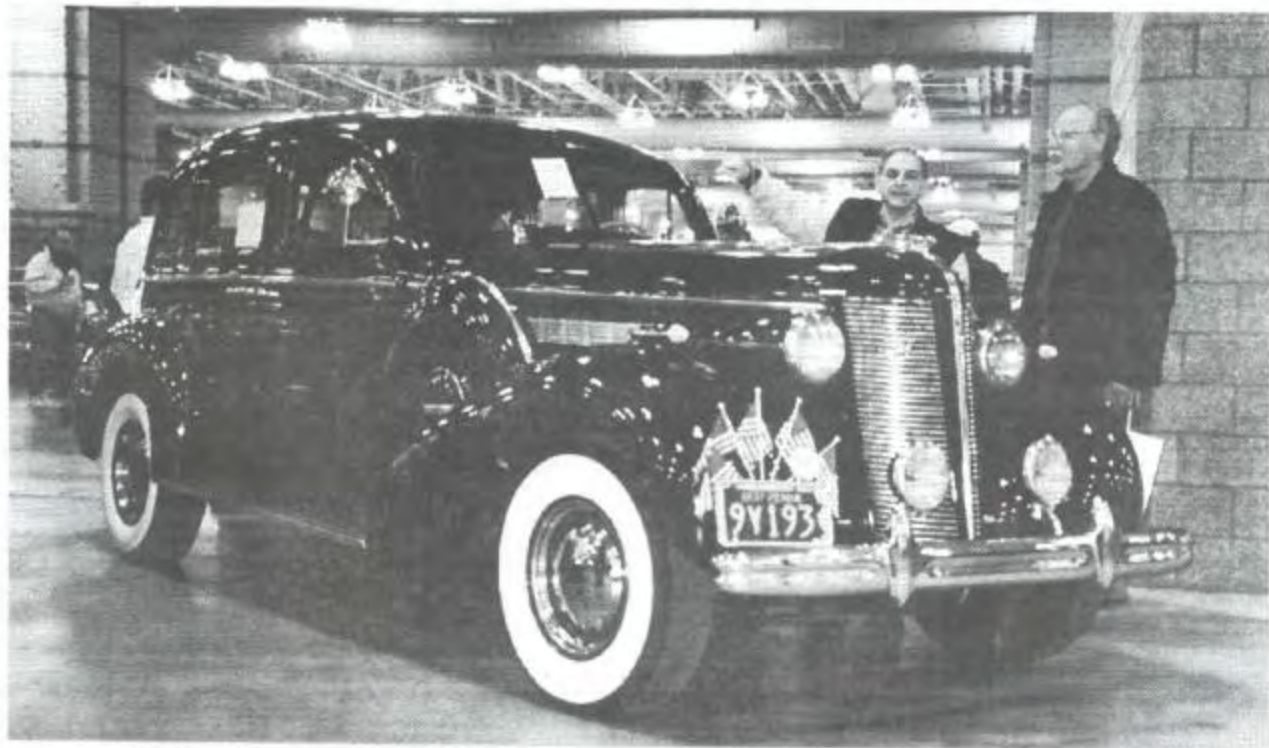
Sorry to report that one of our long time members **Ed Doucette** (#220) in Alabama died of a heart attack in February. Ed was 64. He spent many years in the Philippines and bought his '38 Special 4-Door Sedan Model 41 there and brought

it back to Alabama when he returned. Our condolences go to his widow Terry.

The last Club Roster was in 1999. We will get a new one out soon, probably in August.

According to USA Today, GM will be building the Buick LaCrosse - a "Batmobile" looking high-tech sedan. It appeared as a concept car at the shows last year. Also, the Chevy SSR, a retro '40's pick-up will be produced in 2002 with a \$30-\$40k price tag. Another concept vehicle that GM believes will sell well. Thanks to **Charles Jekofsky** (#524) for sharing this information.

This black 1937 Century Sedan was at the Atlantic City, New Jersey Auction. It had been nicely restored and had a Buick Safety Legion badge attached to the front license plate. The only other 37/38 Buick at the auction was a customized black 1937 sedan. Thanks to **Andy Diem** (#852) in Washington, DC for sharing this information.



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



This black '38 Special Slant Back 4-Door Sedan belongs to new member **Robert De Fehr** (#1569) in Portland, Oregon.

He also owns this red one-of-a-kind 1954 Special Skylark hardtop sedan that he made from two 1954 Skylark convertibles and a 1954 Special sedan. It was featured in Old Cars Weekly and in the Buick Bugle. Robert named it Margie after his mother who encouraged him to buy his first 1954 Skylark back in 1965.



K & K Insurance Company in Fort Wayne, Indiana uses a '38 Buick Special in their ads in *Old Cars Weekly* antique car newspaper. This one was in the December 21, 2000 issue.

Paul DeLucchi (#1246) in San Francisco sent me this old photo of hundreds of parked cars.

and when I gave him the measurements of mine he verified that they had some. The next day I had it by UPS. Those guys are good!"

"Some time ago you mentioned **Richard Gumm** and asked for our opinion about his **Steering Wheel Restoration**. I have had him do two

Depending on how well this reproduces and how good your eyeballs are, you should be able to spot some Buicks.

Marv Rhynard (#327) in Lansing, MI writes: "I appreciated your article on Buick Heaters. I decided to check my defroster motor and found it wasn't working and probably hadn't since 1982. At any rate, I called **Northwestern Auto Supply** in Grand Rapids, MI (800) 704-1078 and talked to Gene. He said they had some

≡TORQUE TUBE≡

You can now find your '37-'38 Buick Club on the World Wide Web:

<http://www.classicar.com/clubs/buick/buick.htm>

The **TORQUE TUBE** is published every two months for the enjoyment of the **1937-1938 Buick Club**. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Please send all articles, ads subscriptions and inquires, etc. to:

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steering wheels for me and have been completely satisfied.

He is also a personable individual that is involved in restoring wooden boats. You have to like a guy with patience like that! His phone number in Reno, Ohio is (740) 374-8169."

This vintage photo, at the top of page 4, shows a 38 coupe parked in front of Dad's Bar featuring Falstaff beer, Coca Cola and billiards.

These next two '38 Special 4-door sedans belong to **Mark Garcia** (#1360) and **Don Howell** (#559) in the San Francisco Bay area.

Here's Don's 38-41 again, this time parked behind a '55 Buick at the annual car display at the San Jose, CA Buick dealership.

This old photo, at the top of page 5, shows a

man holding a newspaper getting out of the back of a '38 sidemounted Roadmaster sedan. The car has a dent in the fender by the sidemount. Don't know who the people are. Thanks to **Anthony Wright** (#1192) for sharing this photo.

Randy Unthank (#986) in Chatsworth, CA purchased this black 1938 Century Convertible Coupe Model 66C several years ago in Wisconsin. It formerly was in the Len Emmke collection in Ohio where this photo was taken.

Randy says it was in very nice condition when he bought it, but he wanted to bring it to a higher lever. It has been undergoing a complete mechanical as well as a cosmetic restoration which



should be completed by the time you read this. He also owns a restored '38 Roadmaster Formal Sedan Model 81F.

This '37 Limited, at the bottom of page 5, went through the Kruse auction in Arizona last January. It seemed to be in nice but not show condition. It sold for over \$19,000. It was the only 37/38 Buick at the auction and there were none at the Barrett-Jackson Auction this year, which is quite unusual. Thanks to **Bill Shipman** (#617) for this information.

Kit Foster, a member of the Society of Automotive Historians, points out that the man at the bottom of page 1 in the Jan/Feb issue of the **Torque Tube** is not "Bunky" Knudsen. He is "Big Bill" Knudsen, "Bunky's" father, who was president of GM from 1937-1940.



"Bunky" was the nickname of his son Semon, who followed in his father's footsteps at GM, rising to executive vice president before abruptly resigning in 1968. He denied that it was disappointment over losing the GM presidency to Ed Cole, but in any case he was soon hired by Ford to become president of that firm. It was an unhappy appointment, lasting only 18 months until he was fired. Company wags observed at the time: "Old Henry once said that 'history is bunk.' Today, Bunky is history!"

The name of our Club magazine was originally called the **1937/1938 Buick Swap N' Sell News Bulletin**. Then in May, 1985 it became the **Torque Tube**. Some members have asked: What is a Torque Tube? Well, according to Road & Track's Automotive Dictionary, the torque tube drive used on 37/38 Buicks is: "A rear drivetrain in which





the driveshaft is inside a stout tube anchored to the rear axle housing. Only one universal joint is used, at the driveshaft's front end. The torque tube prevents the axle housing from twisting when engine power or braking torque is applied. When this type of drive was widely used, before the advent of sophisticated linkages for live rear axles, torque tubes generally resulted in a relatively smooth ride because the springs didn't have to be firm enough to absorb any driving or braking torque; they only had to cushion the ride."



The photo, at the top of page 6, goes with the following advertisement that appeared in an Irish Newspaper:

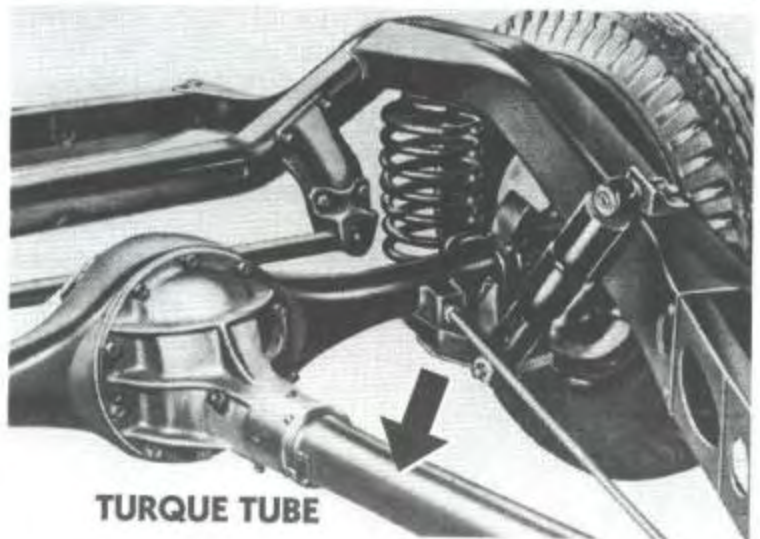
1985 Blue Volkswagen Golf...
Only 15km (10 miles) ... Only first
gear and reverse used... Never
driven hard... Original tyres...
Original brakes... Original fuel and oil...
Only one driver... Owner wishing to
sell due to employment layoff.



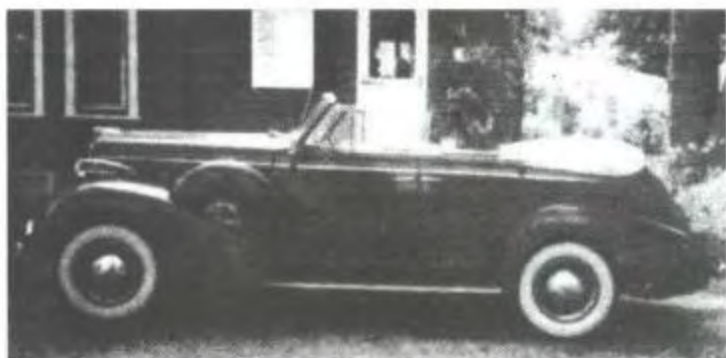
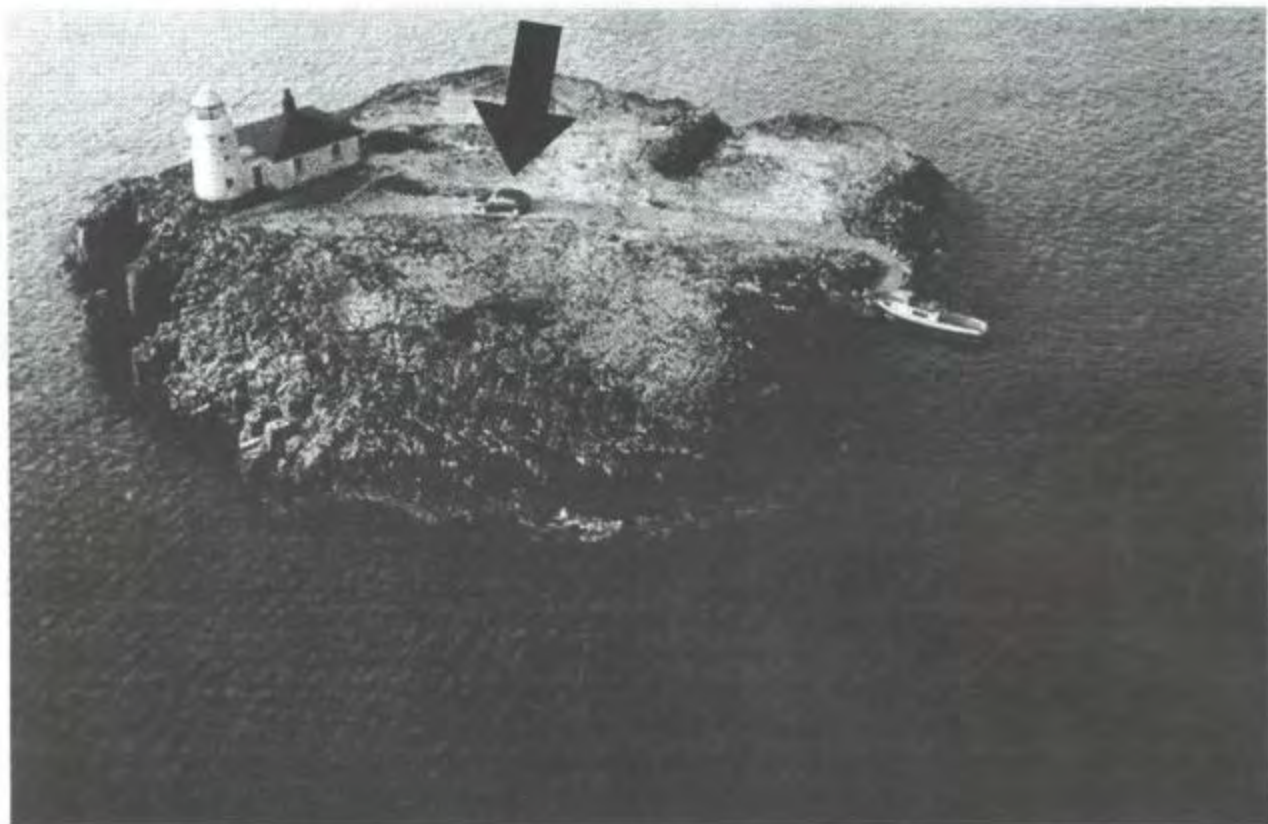
This publicity still photo showing an unknown actress and a 1938 Buick Special sedan was offered for sale on the eBay Internet auction with a starting price of \$19.95. Don't know if it sold or not. Thanks to **Charles Jekofsky (#524)** for sending this in.

The August, 2000 issue of **Special Interest Autos (SIA)** had an article entitled Drop-Top Dreamboats. It was about America's love affair with top-down motoring. One of these dreamboats was the 1937 Buick Special Convertible Sedan Model 40C. Here's what SIA had to say about this car.

"With its pointed hood, teardrop-shaped headlights, and more pronounced fenders, the Buick Special was quite a lavish car in 1937. It featured an all-steel body, which replaced the wood-frame construction on the previous year's models. This convertible Special is built on Buick's "Plain Back" (fastback) body. The engine's displacement grew in 1937 from 233 cubic inches to 248 and made a full 100 hp. Base price was \$1,302, but optional side mounts, with which this car is equipped, would raise the price."



TORQUE TUBE



For our final entry in the 9th Cylinder, **Greg Field** (BCA #1) took this photo of a 1937 Limited parked on a London street in 1977. Apparently it was still being used. It has the large after-market headlights and a pair of mirrors mounted on the front fenders.

Harry

1937-1938 BUICK CLUB EASTERN MEET

Gananoque Ontario, Canada

June 6-8, 2001

This summer why not come on up north of the border for an International 37-38 Buick Club meet. Located on the St. Lawrence River in the heart of the 1000 Island Region of Ontario, the Town of Gananoque will be our home as we enjoy area attractions.

Our first touring day will see us move up river to the City of Kingston for a city tour and a walking tour of Fort York — built to protect the dockyards of Kingston against attack from our-not-so friendly-neighbours to the south.

Thursday we will head inland. Located on the Rideau Canal, the village of Merrickville has become a mecca for area artisans. Its many stores and shops should have something for everyone, but should you wish to just sit and watch the world go by, the canal and lock right in town should do the trick. Returning from Merrickville we will stop in Smith Falls for a tour of Hershey Chocolates.

For a change of pace, Friday we leave the cars and cruise the 1000 Islands with a stop-over at Boldt Castle.

HOST HOTEL: The Provincial Inn Motel, 846 King St. E., Gananoque, Ontario, Canada. Please make your reservations directly with the Hotel at 1-877-837-7768 (Winter Office Hours: 9-4 EST). Be sure to mention the 1937-1938 Buick Club for our very special rate of \$62.00 Canadian (approx. \$42.00 US) plus taxes. A block of rooms will be held until April 15, 2001

1937-1938 BUICK CLUB 2001 EASTERN MEET REGISTRATION

Name: _____ Address: _____

Name: _____

Phone: _____

Touring Car: (Year & Model) _____

☐ Tuesday, June 5

☐ Wednesday, June 6

☐ Thursday, June 7

☐ Friday, June 8

Welcome Dinner

Tour & Lunch

Tour & Lunch

Cruise & Castle Tour

Closing Dinner

Number Attending

Your Hosts: Bob & Doreen Ward, 25 York St., RR #1, Sutton West, Ontario, Canada L0E 1R0
Phone (905) 473-9557

This blue 1938 Century Sedan Model 61 belongs to Mrs. Anne Syrjamaki in Lapua, Finland. This car once belonged to Marshall Carl Gustaf Mannerheim, President of Finland and head of its army in the 1930's and 40's. Note the two large framed photos of the Marshall by the front bumper. On the back cover note the mud guards, turn signals above the bumper and Finnish license plate.

For restorers, note both front and rear bumpers are upside down. The long end should be on top. This was true in both '37 and '38. (Several of the cars shown in the last issue also had this problem). Note also that the taillight cover should be painted body color, not left unpainted (silver).

MARSHALL MANNERHEIM'S BUICK

By the Editor

This photo of Marshall Mannerheim was taken in 1937 on his 70th birthday! He is holding his marshall's baton. The "S" on his arm badge stands for Suomi (Finland). He died in 1951 at the age of 83. Every November in Finland, the day of the Russian invasion has become a day of remembrance, their Memorial Day.

In November, 1939, Joseph Stalin ordered the Soviet Army to attack neutral Finland. Called the Winter War by the Finns, it captured the attention of the world.



The Russians had seriously misjudged the Finns, the terrain of Finland, and the near-arctic weather. Certain of victory, the massed Russian armies attacked across the Karelian Isthmus only to be mowed down at the Mannerheim Line.

Outnumbered 500,000 to 130,000 and at a tremendous disadvantage in planes, guns and tanks, the Finns superior tactics, leadership and adaptability to conditions enabled them to fight their ponderous foe to a stand-

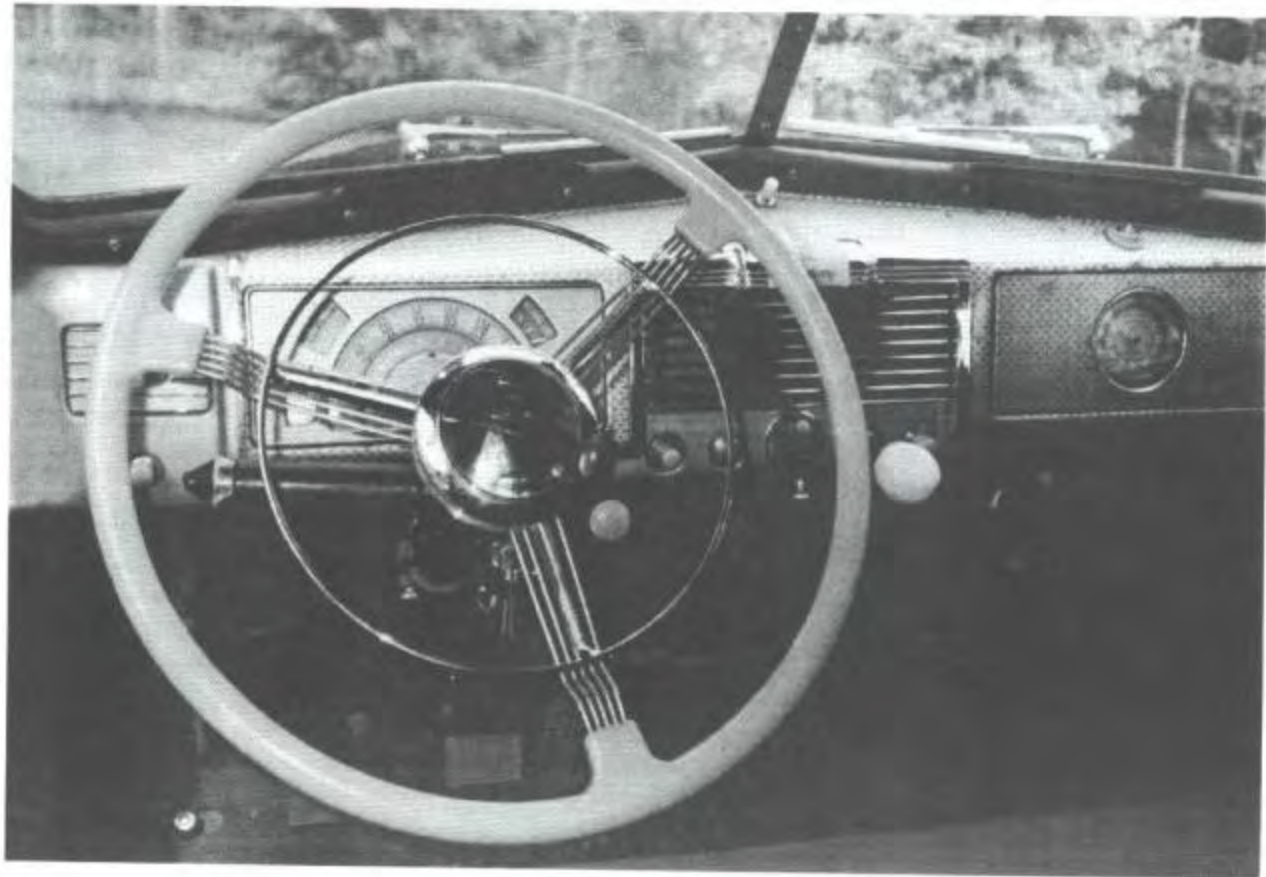


still and inflict dreadful loss on them. (Because of how well the Finnish ski troops fought, the US Army formed their own ski troops, the 10th Mountain Division in 1941). But their defenses at last gave way under the sheer weight of the Russian assault. Finally, the Finnish Government sued for peace, bowing to all of Stalin's demands.

The Finnish motion picture company Suomi Filmi also owned this car after the war. It probably appeared in some of their films.

This car has the chevron (small horizontal arrows over a golden tan background), used on early '38 Big Series cars. But most had the horizontal-grain red-mahogany woodgrain dash pattern.

Thanks to **Charles Jekofsky** (#524) for finding out about this car using the Internet and to **Jari Vuorinen** (#1493) in Finland for tracking it down and contacting the owner and sending me these photos and story.



THE OTHER FRENCH BODIED *Convertible*

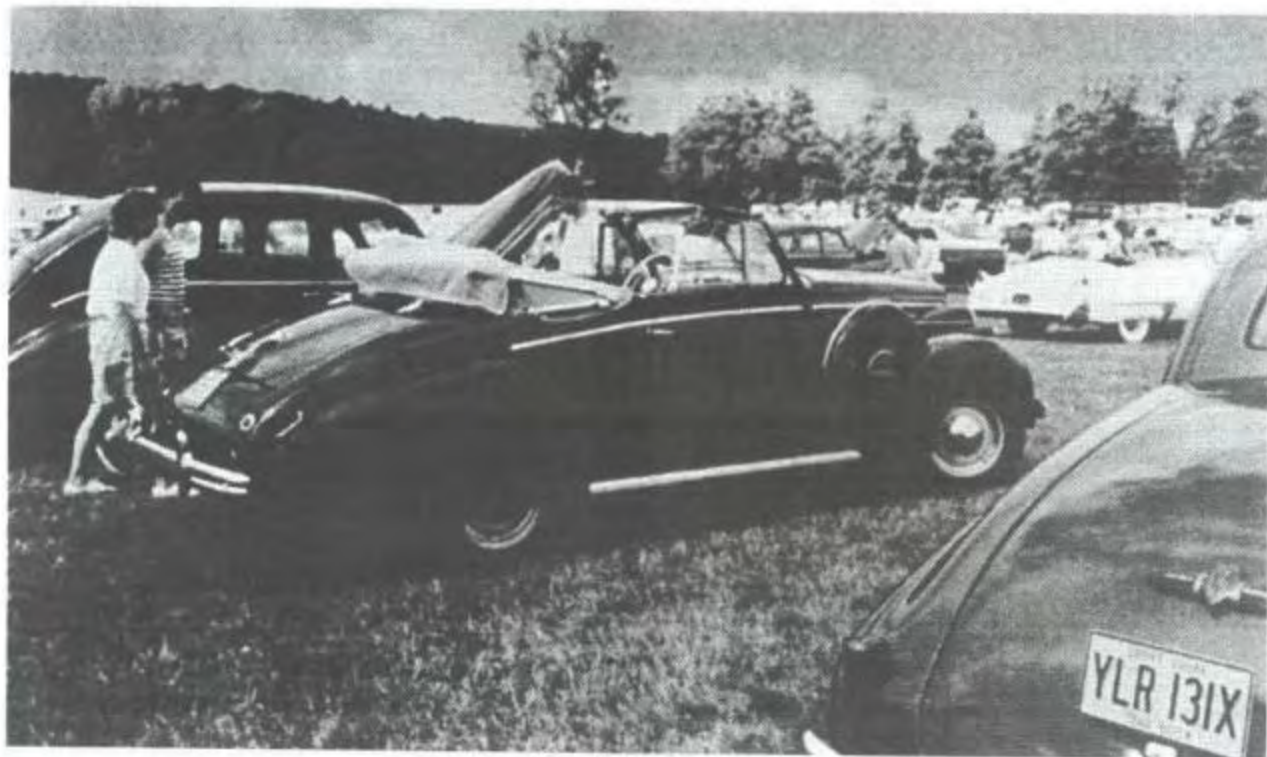
By the Editor



The last issue featured an article by new member **Len Peterson** (#1559) on his 1938 Buick convertible coupe with a custom body by Letourneur & Marchand of Paris, France.

Len's car is also pictured on page 325 of *The Buick: A Complete History*.

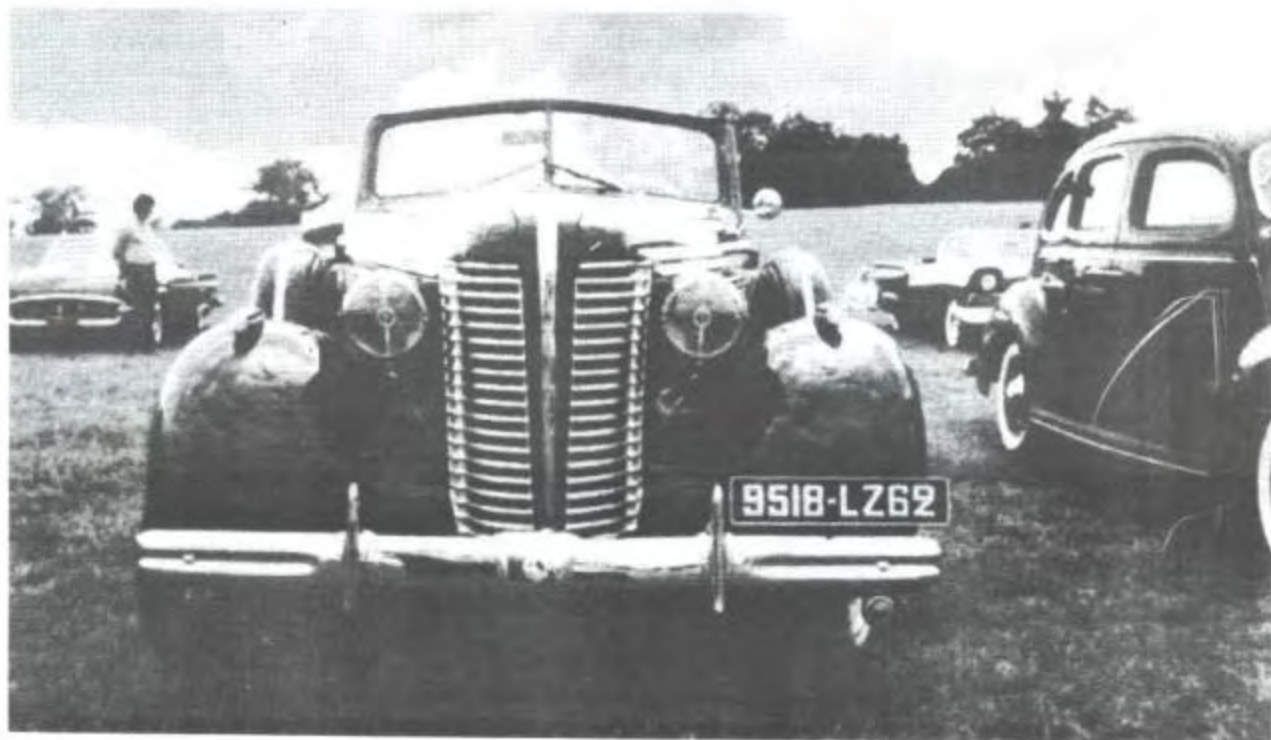
Len mentioned that he had visited the owner of a second Letourneur & Marchand convertible while in France. It has fenderskirts like his.



This is that car.



Some years ago, it was photographed at an American Auto Club rally in England.
It was driven over from France by its owner Dr. Huhn.



The car has French Marchal headlamps instead of the stock Buick ones.
Marchal headlamps were often used on French bodied Buicks.
Wouldn't it be nice if they could both be side by side at a future Buick National Meet!

INTERESTING WWII LETTER

This interesting June 17, 1943 letter is to the Service Department of the British Buick Dealers Lendrum & Hartman Ltd. in London. It's from a Major Hare in the Royal Army. He is inquiring about the performance of his 1938 Buick Century. Thanks to Mal Oneill (#1425) in Durham County, England for sharing this letter.



LENDRUM & HARTMAN LTD

SOLE CONCESSIONAIRES - GREAT BRITAIN & IRELAND - BUICK - CADILLAC - LA SALLE

~~RECEIVED LENDRUM & HARTMAN LTD~~

PHONES - REGENT 2711 (4 Lines)
EXCH. WILLESDEN ROAD - LONDON
1940 - 1941 - 1942 - 1943 - 1944 - 1945
1946 - 1947 - 1948 - 1949 - 1950
1951 - 1952 - 1953 - 1954 - 1955
1956 - 1957 - 1958 - 1959 - 1960

Old Oak Lane,



Willesden, N.W.10.

SERVICE STATION - TRADES DEPARTMENT
OLD OAK LANE - WILLESDEN - N.W.10
TELEPHONES - WILLESDEN 4100 (4 Lines)
NEW CAR PRODUCTIONS DEPARTMENT
80 MINSTER ROAD - FINE ROAD - N.W.10
TELEPHONE - WILLESDEN 4107

RGJ/WEB

17th June 1943.

Major F.P. Hare, M.C.
54th. Training Regiment, R.A.C.
Deer Bolt Camp,
Barnard Castle,
County Durham.

Dear Major Hare,

We thank you for your letter of 14th instant, regarding the performance of your 1938 Century Buick car.

This particular model was designed with the biggest horsepower Buick engine, in 128" wheel-base chassis with a rear axle ratio of 3.9 to 1. against about 4.5 to 1. on the other models. The maximum brake horsepower developed is 141 @ 3600 R.P.M. and the engine revolutions @ 100 M.P.H. are 4490 per min.

On particularly good and well tuned specimens of this model, 100 miles per hour is obtainable, although speaking from experience and without being unduly optimistic, the timed speed over a measured mile taken both ways, would probably not work out at more than 95 miles per hour, but under ideal conditions of tune, road and wind the 100 M.P.H. mark could be topped.

We enclose a Buick owner's Manual for 1938, and although it may not be as technical as one might wish, it may be of some use in backing up your arguments in the Mess.

Assuring you of our continued interest and attention.

Yours faithfully,
LENDRUM & HARTMAN LIMITED.

R.G. JOHNS.

Enclosure

Service Department

ALL CORRESPONDENCE REGARDING SPARE PARTS SHOULD BE ADDRESSED TO THE WORKS. CUSTOMERS CAN PURCHASE PARTS AT OUR EMPLOYEES AT OWNERS' RISK. PRICES SUBJECT TO CHANGE WITHOUT NOTICE. DELIVERY SUBJECT TO QUOTATIONS AND DELIVERY.

1937 1938 WESTERN MEET

JUNE 12, 13, & 14th 2001
SEATTLE, WASHINGTON

This is a tentative tour schedule. Unless we receive a minimal response by May 15th 2001, the event will be cancelled!

Host hotel for the event has been confirmed.

It is the Holiday Inn Select in Renton Washington and is located in the greater Seattle area central to the events.

SCHEDULE OF EVENTS:

• Tuesday June 12th

Tour to Tom Crook's private car collection. (*Packards & Deussenbergs*)

Tour to Gordon Apker's private car collection. (*One-off Classics to Hot Rods*)

Tour to the Tom Sharp private car collection (*Ford V8's & Woodies*)

• Wednesday June 13th

Tour by van to Pike Place Market

Tour of Motorcycle collection

Tour by van to Snohomish Antique Stores & Outlet Mall (*return via scenic route*)

• Thursday June 14th

Boeing Museum of Flight (*photo opportunities w/antique aircraft*)

USA Cars of Yesteryear (*collector car dealer in historic Buick distributorship building*)

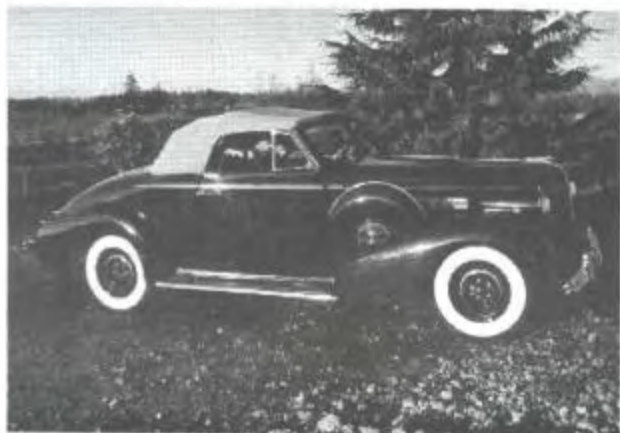
Tour of Tacoma's famous Farmers Market & Antique Row

Tour of the Bud Melby private car collection

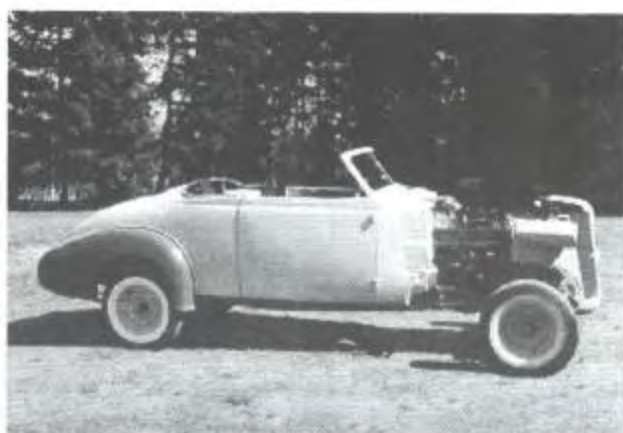
Farewell Dinner and Raffle @ Host Hotel

CONTACT: **Jerry Barton** (360)825-5230 or

Lauren Matley (253) 630-8887 or (253) 833-8774 (*days*) Email: lkmatley@home.com



Jerry Barton's (#281) Maroon 1937-46C.



Lauren Matley's (#46) Cream 1937-46C.



Technical TIPS

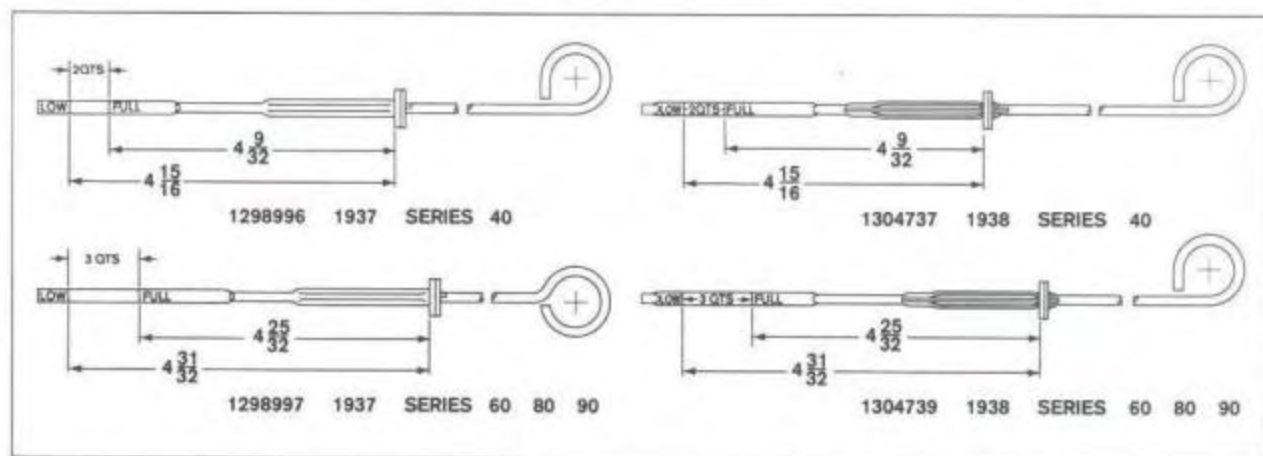
By the Editor

DO YOU HAVE THE CORRECT DIP STICK?

Most members use their oil dip sticks all the time and never give it a second thought. But you may not have the correct one for your car. This mix-up can happen if a shop is working on more than one Buick engine. The dip sticks of this era Buicks easily interchange and most people would never know the difference. The wrong dip stick can lead to putting in the wrong amount of oil for your engine.



This photo shows the 1938 Small (40) and Big Series (60-80-90) dip sticks. Notice the quantity of oil represented between the low and full marks, 2 quarts for the Small Series and 3 quarts for the Big Series. This amount was also true in 1937, only the '37 dip sticks were not marked 2 QTS and 3 QTS as in 1938.



Here are the dimensions, markings and part numbers for the 37/38 dip sticks. From this I learned that one of my cars does not have the correct dip stick. Thanks to **Leonard Helfrich** (#1077) for sharing this information.

RESTORE REFLECTIVE SURFACES

Technical
TIPS



By the Editor

Because some drivers complained that they could not easily see my taillights, this is how I solved the problem. **Eastwood** restoration products is now selling spray cans of Reflective Aluminum paint which they claim will restore reflective surfaces such as the insides of taillights etc. They say it's also ideal for the back of bumpers and bumper guards. The cost is \$6.99 plus shipping.

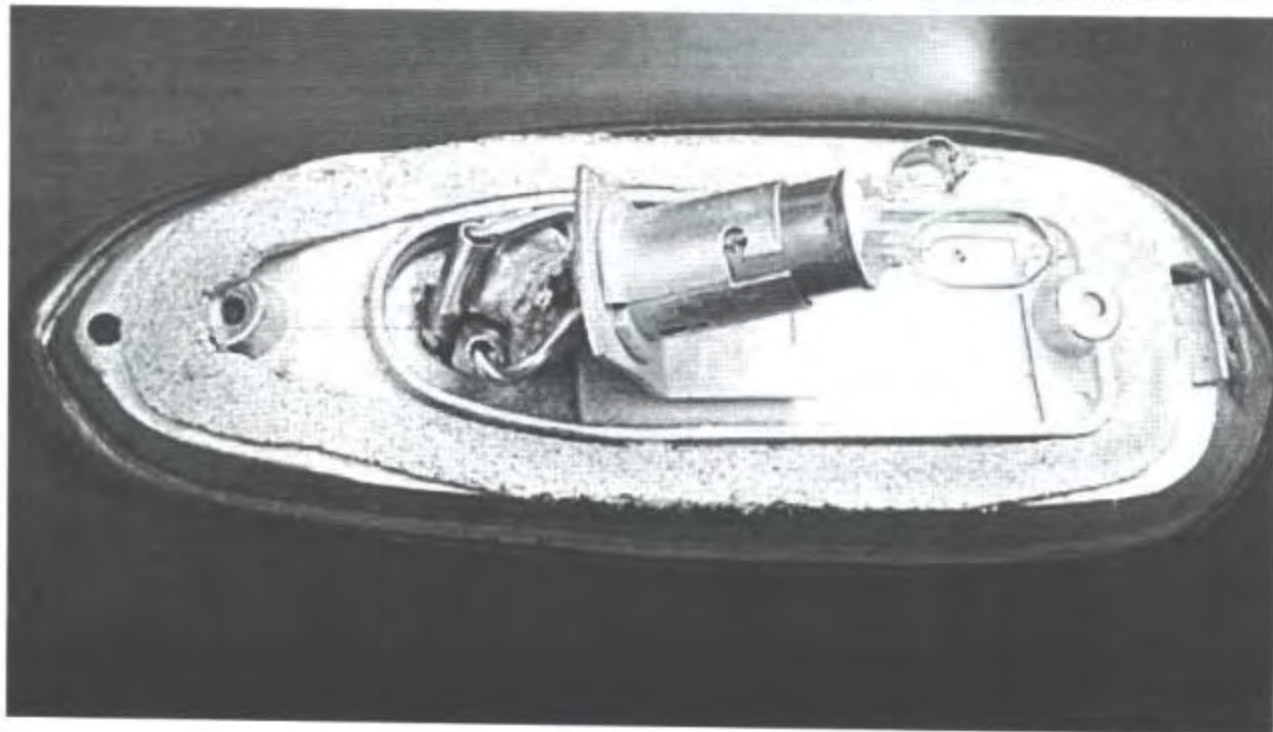
I sprayed the inside of the taillights with Eastwood's Aluminum paint and changed the bulbs from the original tungsten #1154 bulb to halogen. These I purchased from **Bob's Automobilia** in Atascadero, CA, (805) 434-2963. The biggest improvement was due to the halogen bulbs. Now my taillights are much brighter.

Eastwood is located in Pottstown, PA and can be reached by calling:

USA 1-800-345-1178

CANADA 1-800-820-9042

www.eastwoodcompany.com



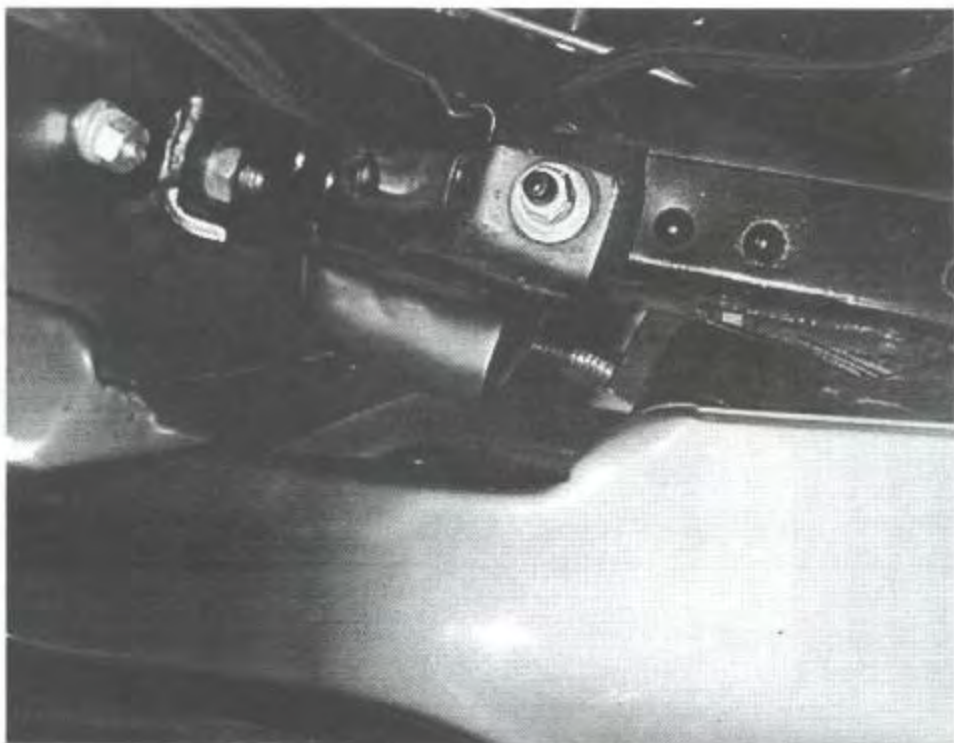


Technical TIPS

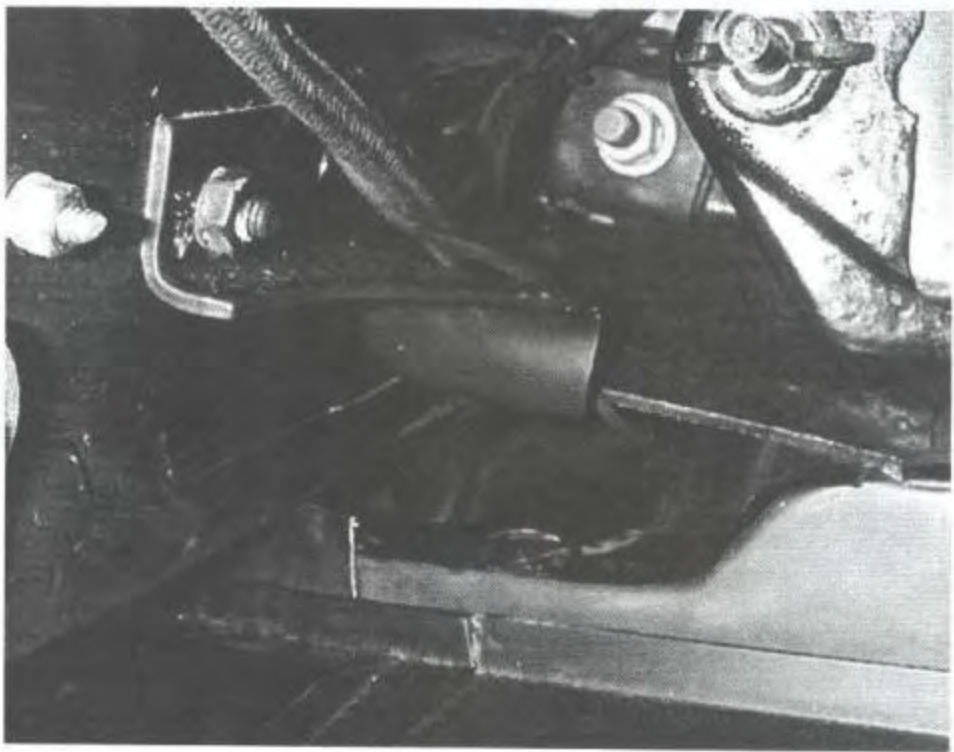
TELLTALE SIGNS

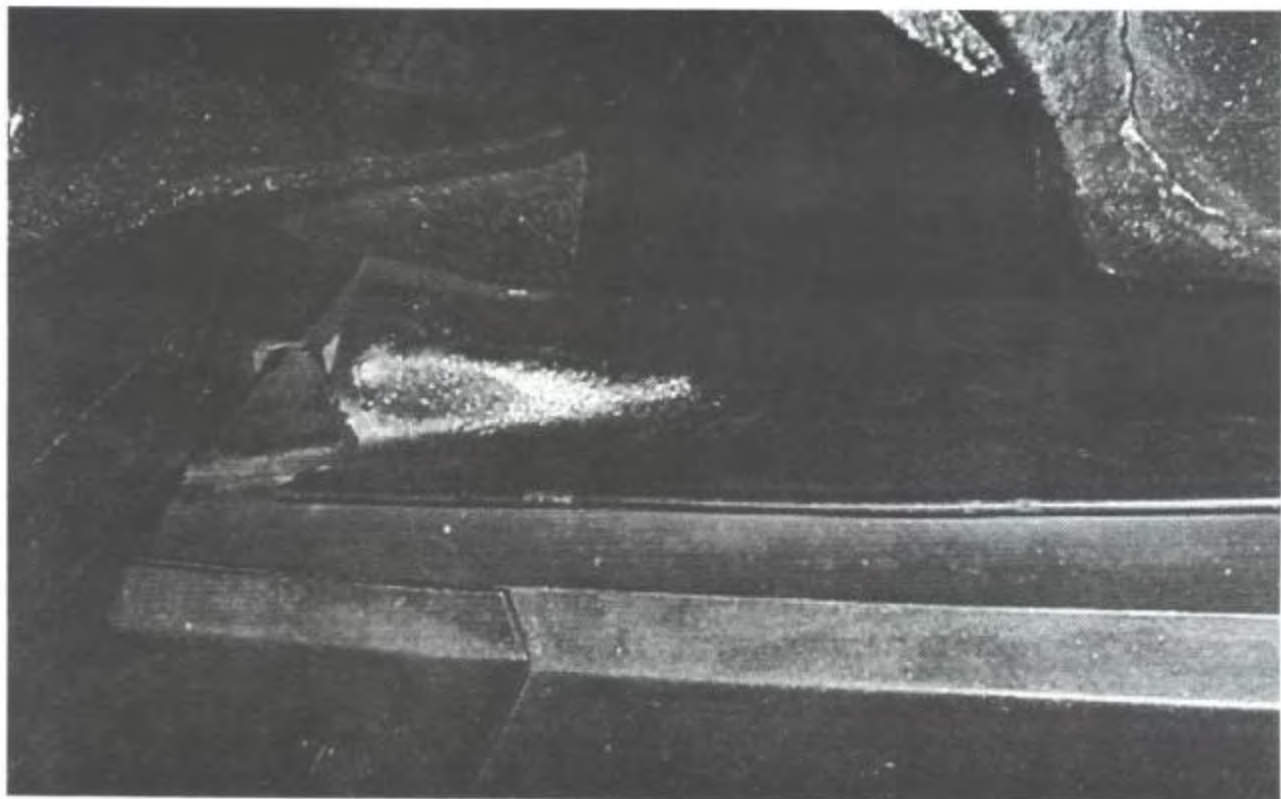
By the Editor

Most collectors will go to great lengths and expense to have side-mounts on their cars. As it is easier to find Special sidemounted fenders, you'll sometime see Special side-mounted fenders on Centurys. This photo shows a '37 Special fender on a '37 Century. You can't tell from the outside, but under the hood, by the firewall, there will be a telltale 4 inch (10 cm) gap between the end of the fender and the firewall.

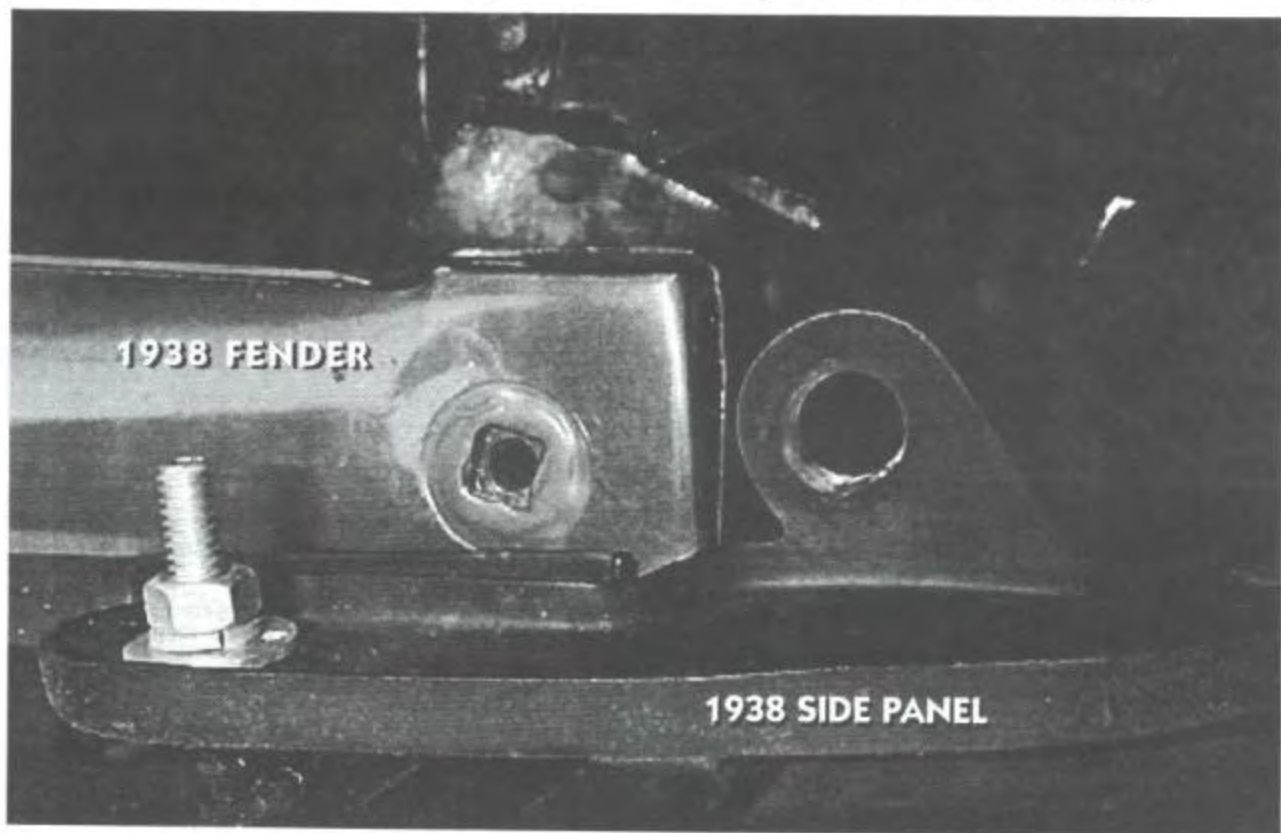


The same thing happens on '38's. Again this shows a Special fender on a Century. But the telltale 4 inch gap is more hidden because of the fixed hood side panel used in '38. Again, you can't tell from the outside. The Special fender wells and tread covers are made for 16 inch wheels, so you should use this size wheel even though the Century uses 15 inch road wheels.

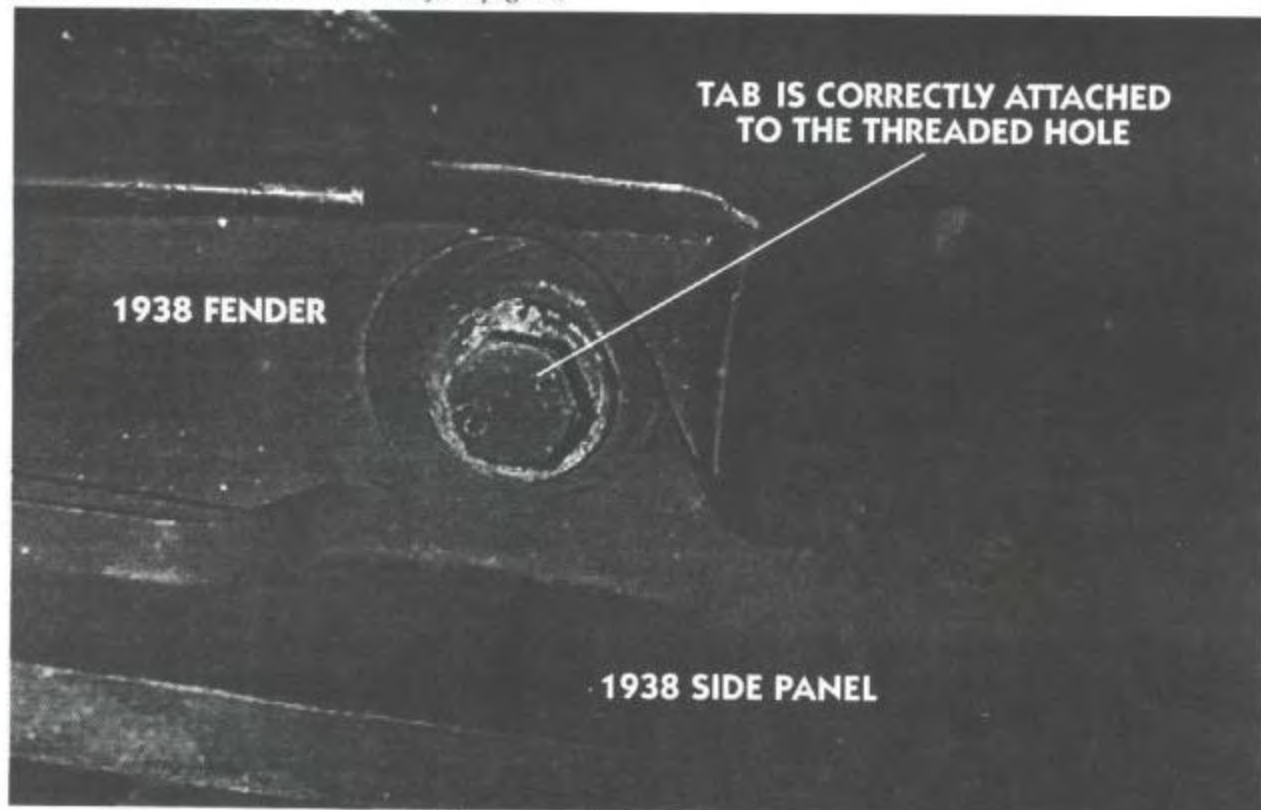




The correct '37 or '38 Century fender on a Century does not have the 4 inch gap .

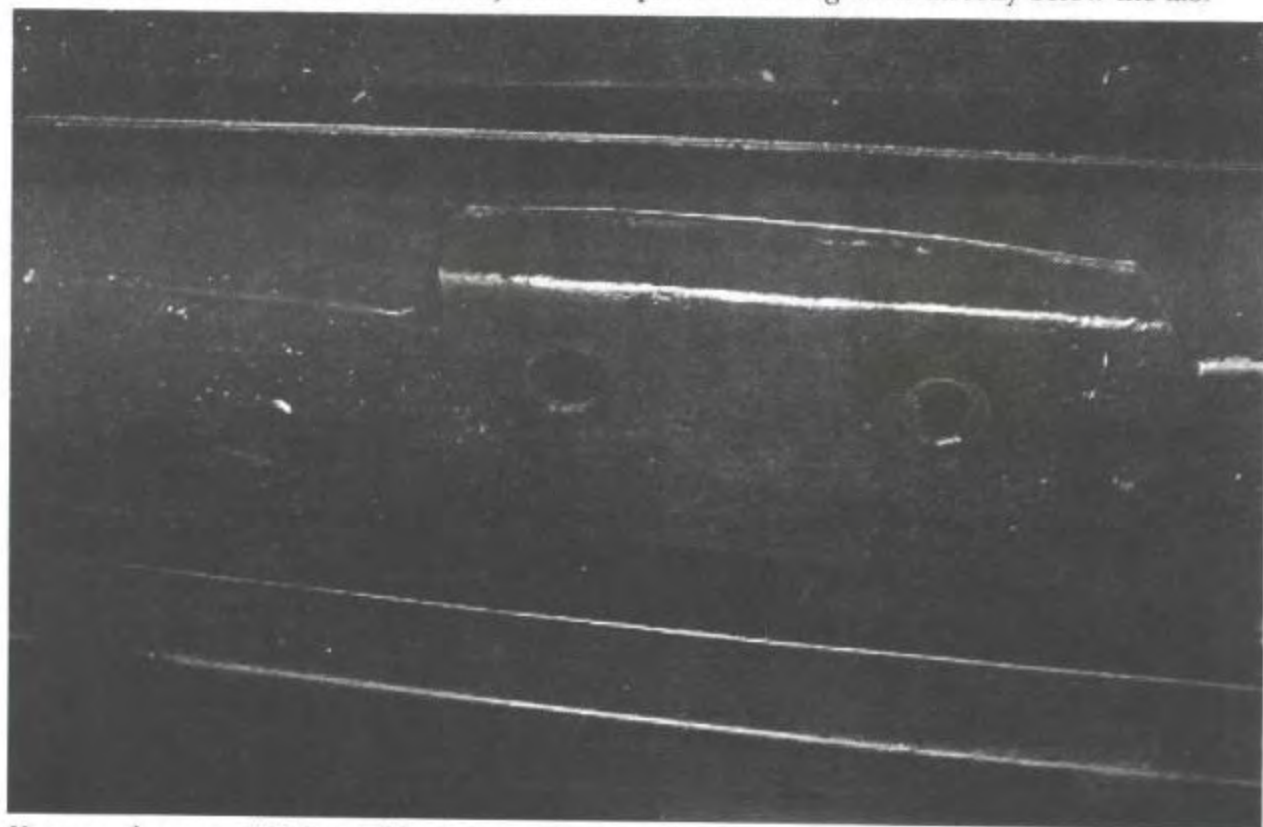


Because the inside front of the '38 Special fender is shorter than on a Century fender, the front mounting tab for the Century sidepanel is left hanging. The threaded hole for the bolt by which this tab is attached is about 2" off.

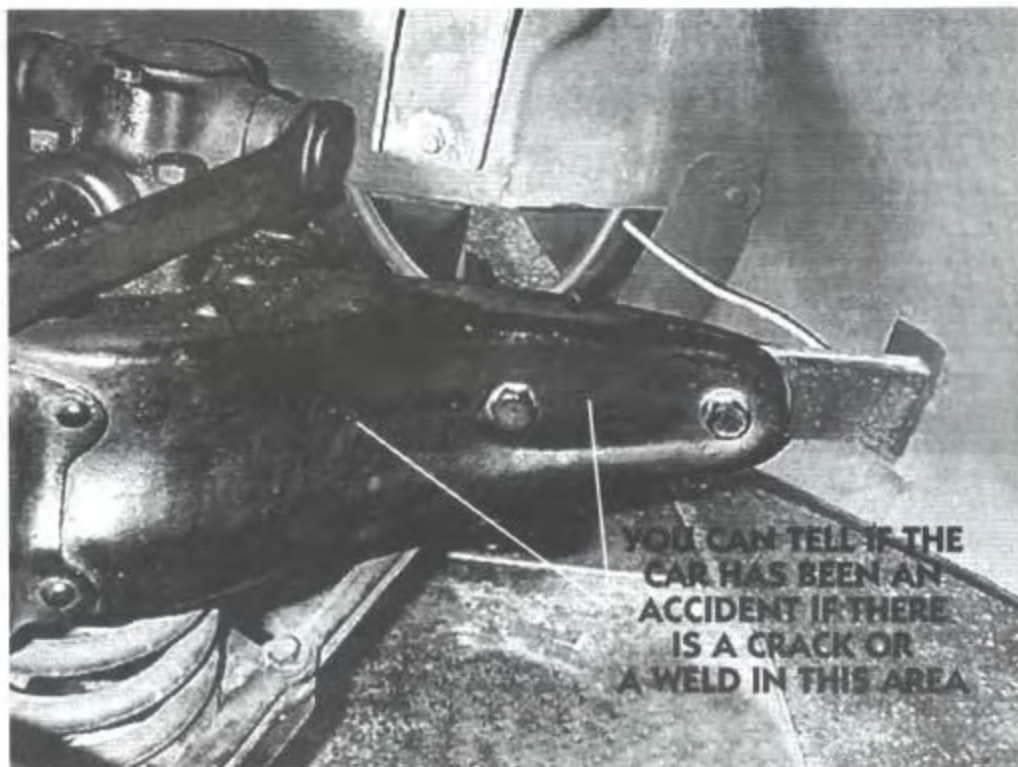


This is a correct '38 Century fender.

The threaded hole for the Century front sidepanel mounting tab is directly below the tab.



You can also put a '37 Special fender on a '38 Special as shown here. You can tell by the two holes that in '37 are used for the hood hold-down plate but are not needed on a '38.



If your Buick has been in a front end accident at some time in its life, the front frame spar to which the bumper is attached will have been broken and welded. So look for a vertical weld bead. This one has NOT been broken and welded. You can also tell by looking at the front bumper from a side view. Is the front bumper level? If not, check for a broken spar.



1938 Special and Century convertible coupes and convertible sedans had three body mounting brackets on each side of the car while closed cars had two. Sometimes '38 convertible coupes get made up using the frame of a closed car. For example, a '38 Century convertible coupe can be made by putting a '38 Special convertible coupe body on a Century closed car frame. One way to tell if this has been done is to kneel down and look at the frame side rail near the center of the running board as shown in the photo. Only open cars will have a mounting bracket at this location. It's the third body bracket and is not used on closed cars. So if you don't see this bracket on a '38 Special or Century open car, you may be looking at a made-up car.

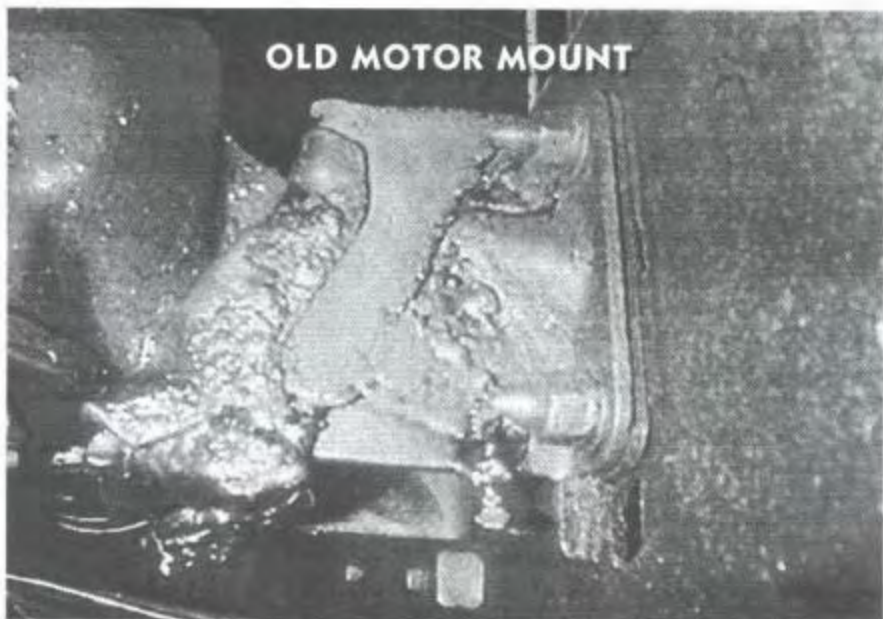


Technical TIPS

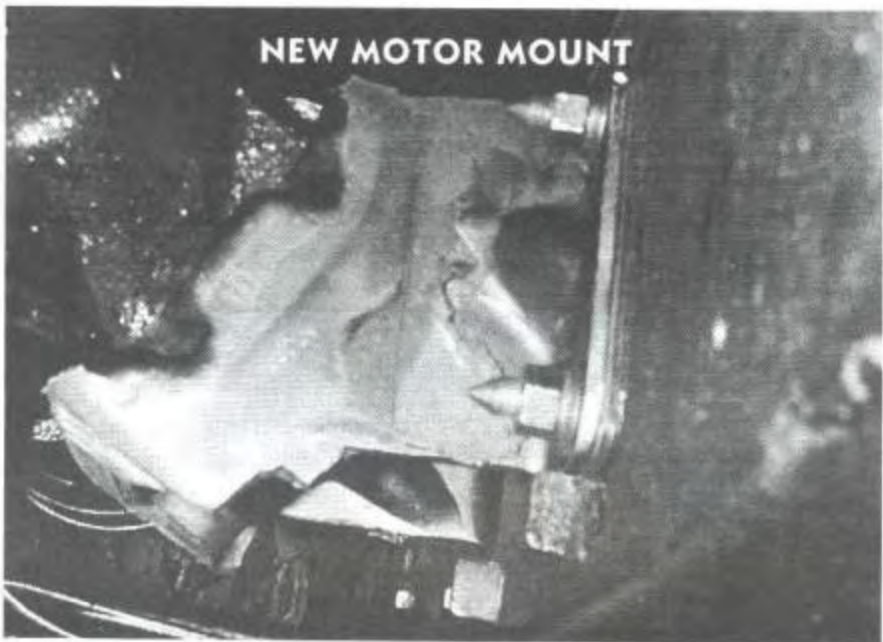
CLUTCH CHATTER ELIMINATED

By the Editor

There's nothing more frustrating than doing some complicated automotive job, such as replacing a clutch, only to find that the problem is still there. So before replacing the clutch to try and fix a clutch chatter problem, I inspected and then replaced the rear motor and transmission mounts on my '38 Century.

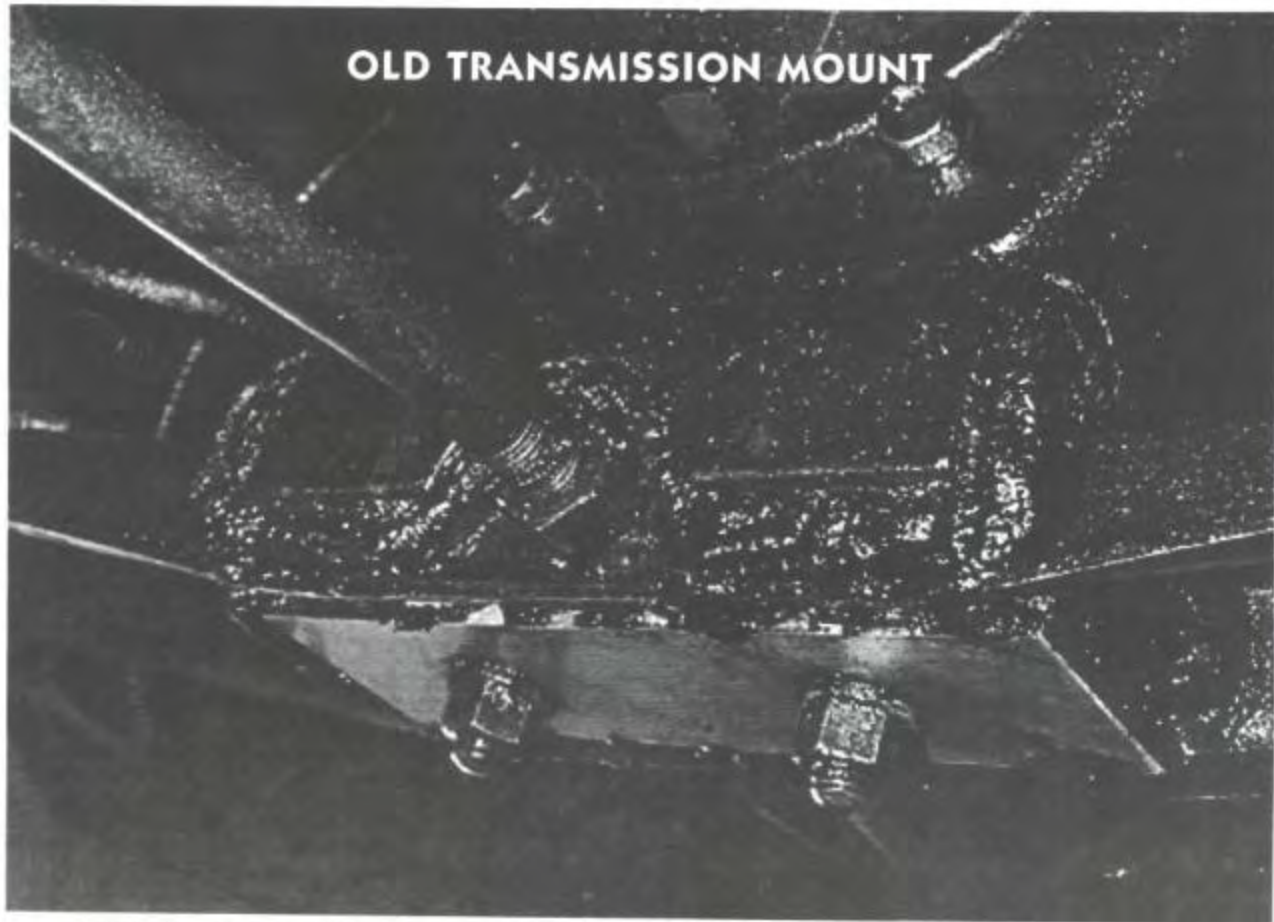


The old rear motor mounts were in bad shape. They looked like oil had attacked the rubber, causing it to melt.



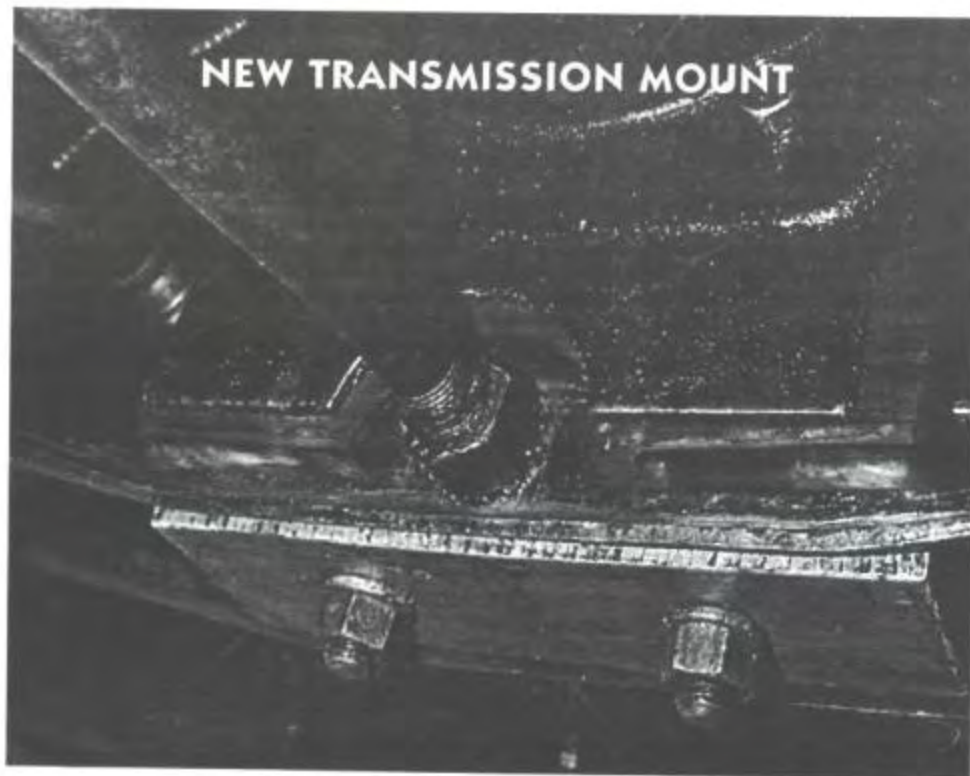
I ordered a Lynn Steele replacement set from Bob's Automobilia.

OLD TRANSMISSION MOUNT



I then decided to also replace the old transmission mount as it too looked in bad shape.

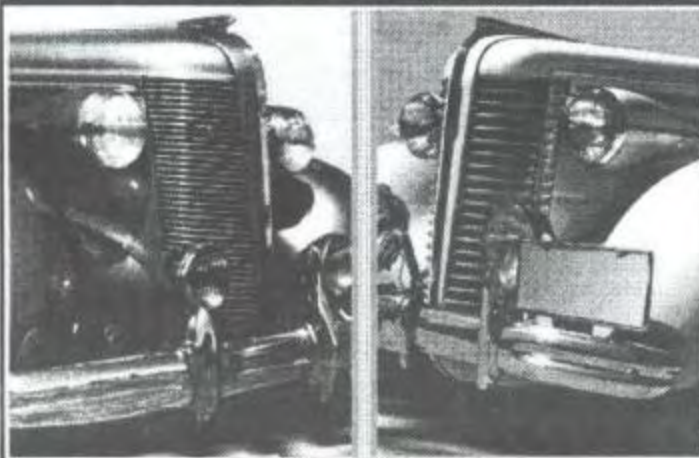
NEW TRANSMISSION MOUNT



Again I used a Lynn Steele rubber mount.

In a torque tube drive, part of the pushing motion to move the car is applied up the torque tube and through the engine and transmission mounts. This is hard on the mounts, and when they get worn, the resulting motion makes the chatter worse. So if you have clutch chatter, before starting to tear things apart, you should inspect and probably replace the transmission and motor mounts. It worked for me!

The 1937/38 Buick Story



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The 1937 serial number is on the frame just back of the right front wheel.



The 1938 serial number is under the hood on the frame near the starter.

Mail the frame number, the year of your Buick and its model number ie: 41, 66C, 81 or 90L etc., to:
Terry Dunham

PO Box 4057, Apopka, Florida 32704-4057 • E-mail: BuickOHV@aol.com

Information collected will be used to determine how Buick assigned serial number blocks in 1937 and 1938. Conclusions developed will be summarized and shared in an article to appear in a future Torque Tube. Every possible serial and model number that can be obtained will be needed to successfully complete the project. Thanks!

TERRY DUNHAM-BUICK HISTORIAN

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38-61

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1937 Special sidemount fenders with the mounting hardware. No covers. Rough condition. Were sandblasted and put in primer. These fenders could possibly be repaired or used as patterns to convert plain fenders to welled fenders.....\$300 pair

• **1938 PARTS**

1938 Special sidemount fenders with mounting hardware. No covers One side has a 5 inch hole in the fenderwell, the other side is fine. Small tears in the wheel opening area, but both easy to repair.....\$1,200 pair

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After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

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Century radiator.....	\$75
Special radiator.....	\$75
Rear springs 40 & 60, good condition.....	\$100 pair
Radio delete plates.....	\$15
Small series throttle linkage.....	\$25
Big Series rocker assemblies.....	\$50
Fender lights.....	\$65 pair
Trunk lights, complete.....	\$50
Tail lights with lenses, all series.....	\$50 pair
Wiper transmissions.....	\$50 pair
Special manifold.....	\$75
Throttle cable.....	\$20
Special transmission.....	\$100
Special splash pans.....	\$40 pair
Century hood.....	\$100
Headlight switch.....	\$20
Radio grilles.....	\$15
Wiper motors.....	\$15
Trunk hold-up arms..	\$20
Sun visors.....	\$15
Bumpers.....	\$40 each
Bumper arms.....	\$15 each
Steering wheel.....	\$50
40 & 60 running board brackets.....	\$50 set
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Gas pedal.....	\$15
Small and large series generators.....	\$75
Limited running board stainless trim, one side only, new.....	\$75
Accessory Bug Screen, new reproduction....	\$75
Special sidemount fenders and covers, solid and straight with all hardware.....	\$2500
Special rear end with 3.9 gears, complete.....	\$650
Coupe trunk lid hold-up arms, early style.....	\$75 pair

• **1938 PARTS**

Glovebox clock hole filler, says BUICK 8.....	\$25
Upper hood grille bar, bolts to hood, excellent, pit free.....	\$40 pair
NOS left taillight housing and base, no lens.....	\$50
Century motor, complete long block.....	\$500
Fender lights.....	\$100 pair
Limited door sills.....	\$75 set of four
Breather tubes.....	\$10 each
734Z starter with solenoid.....	\$50
Special hood lettering.....	\$20 pair
Defroster ducts.....	\$15 pair
Rear license plate stand, bracket & light for sedan.....	\$45
Tail lights, complete.....	\$100 pair
Assist straps with screws.....	\$10 each
Throttle cable.....	\$20
Special radiator.....	\$75
Battery tray.....	\$20
Special manifold, complete.....	\$75
Special hood sides & tops.....	\$25 each
Century radiator.....	\$100
Used 5 post voltage regulators.....	\$25

• **1937 & 1938 PARTS**

Large series transmissions.....	\$300
Special air cleaners.....	\$50
Radio hanger brackets.....	\$25
Large series flywheel with good teeth.....	\$100
Big Series spark plug cover.....	\$100
Headlight buckets.....	\$20 each
Large series fan belts, new.....	\$15
Map light switches.....	\$15
Small series spark plug covers.....	\$40
Rear fender splash aprons.....	\$15 each
Big Series manifold ends.....	\$50
16" beauty rings.....	\$10 each
Headlight bezels.....	\$20 each
Trunk hinges.....	\$50 pair
Front arm rests.....	\$25 pair
40 & 60 rear vent windows, need plating.....	\$50 pair
Rear view mirrors.....	\$15
Special rear motor mounts.....	\$15
Century rear motor mounts.....	\$35
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Front vent window frames & mechanisms.....	\$35 each
Big Series fuel pump cores.....	\$50
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15" Beauty rings.....	\$10 each
Headlight adjusting buckets.....	\$100 pair
Radios.....	\$125 each
Sidemount locks.....	\$75 pair
Limited dome light.....	\$65
NOS rear bumper gravel guard, 40-60 series.....	\$150
Large Series air cleaner.....	\$75
Large Series oil bath air cleaner.....	\$100

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
(763) 427-3460

• **37/38 PARTS**

Exhaust pipe hanger, sandblasted.....	\$15
Tail pipe hanger, sandblasted.....	\$10
Radiator cap, sandblasted.....	\$10
Gas cap, sandblasted.....	\$10
Heater motor, 6 volt, used.....	\$25
Defroster motor, used, 6 volt.....	\$25
Defroster motor, NOS.....	\$35
Distributor, NOS, p/n 1110801 8H27.....	\$65
Horn relay, NOS.....	\$15
Valve cover acorn nuts.....	\$2 each
Spark plug cover acorn nuts.....	\$2 each
Vacuum advance, used.....	\$15
Door handle, locking, used.....	\$25
Throttle cable, used.....	\$10
Defroster unit, good condition.....	\$75
Optional accessory speaker, good condition.....	\$95
Front emergency brake cable, 40-60.....	\$45
Two door sedan body stainless, 40-60.....	\$25 set
Rear axles, 40-60.....	\$35 set
Front sway bar, 40-60.....	\$20
Rear sway bar, 40-60.....	\$20
Trunk hold open arm, works good, 40-60.....	\$20
Brake drums, good condition, 40-60.....	\$30 each
Master cylinder rebuild kit, 40-60.....	\$14 each
Wheel cylinder rebuild kit, 40-60 (1-1/8").....	\$5 each
Wheel cylinder, front, rebuilt (1-1/8"), 40-60.....	\$60 set
Wheel cylinder, front, rebuilt (1-3/32"), 40-60.....	\$60 set
Wheel cylinders, rear, rebuilt, (1") 40-60.....	\$60 set
Wheel cylinder rebuild kit (1"), 40-60.....	\$5 each
Wind wing vents, front, with transmission, 40-60.....	\$35 set
Rear bumper gravel guard, 40-60.....	\$65
Master cylinder, 60.....	\$15
Trans. Speedometer gear, 3.9, used, 60.....	\$25
Push rods, 60-80-90.....	\$3 each
Water pump rebuild kit, NOS, 60-80-90.....	\$40
Exhaust center section, like new, 60-80-90.....	\$75
Exhaust end section, like new, 60-80-90.....	\$75
Transmission cover with shifter, 60-80-90.....	\$45
Valve cover, 60-80-90.....	\$25
U-joint, used but good, 60-80-90.....	\$25
Wheel cylinders, front, rebuilt (1-1/4"), 80, 90.....	\$80 set
Wheel cylinders, rear rebuilt (1-3/16"), 80-90.....	\$80 set
Wheel cylinder rebuild kit (1-3/16"), 80-90.....	\$5 each
Rear axles, 80-90.....	\$35 set

• **1937 PARTS**

Oil Filler Cap.....	\$10
Firewall horizontal stainless, 40-60.....	\$20 set
Trunk lid, very good, in primer, hump back, 40-60.....	\$125
Dip stick, 60-80-90.....	\$10
Generator, p/n 1100004, 60-80-90.....	\$45

Limited sidemount fenders, 90.....\$325 obo

• **1938 PARTS**

Title, with ID plate for frame.....\$100
 Oil pressure gauge.....\$35
 Battery gauge.....\$35
 Gas gauge.....\$35
 Water temperature gauge...\$35
 Clock.....\$20
 Spark plugs, NOS.....\$16
 Voltage regulator, 5 post.....\$65
 Bumper guards, bent a little..\$15
 SPECIAL emblem, mounts on side panel.....\$40 set
 Firewall name plate, reads Model 41.....\$50
 Trunk lid, very good, slant back, 40-60.....\$125
 Rear sway bar, 40-60.....\$25
 Fuel pump, 60-80-90.....\$45

• **1939 PARTS**

Wind wing vents with front transmission, 40-60.....\$30 set
 Transmission, used but good, 60-80-90.....\$250 obo
 Cable for transmission, used but good, 60-80-90.....\$75
 Carburetor with choke & start switch, 60-80-90.....\$150

All prices plus shipping. Call between 6 pm and 9:30 pm EST Monday to Friday
 or anytime on Saturday and Sunday.

David Bylsma (#117)

7802 Chevalier Ct., Severn, MD 21144

(410-) 551-7236

• **1938 LITERATURE**

• Original 8 1/2 x 11 color 1938 Buick showroom brochure • Misc. photos of '38 Buicks
 • Owners manual, accessory fact book & radio manuals, reprints • Shop Manual, reprint
 • 37/38 Buick construction manual, reprint
 • Torque Tubes from issue 1 (1981) to Vol XV, No. 6 July/Aug '97

• **1938 SPECIAL PARTS**

• Eight connecting rods with insert bearings from 1949 Super • Bell housing • Two heads
 • Air cleaner parts • Pair of engine splash pans • Two engine side covers • Engine pan
 • Three spark plug covers • Two rocker arm assemblies • Two valve covers • Battery tray
 • Trunk support • Two intake and exhaust manifolds (one exhaust manifold broken)
 • Three flywheels • Two clutch pressure plates • Misc. engine parts • Cam and lifters
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 • Taillight and parking light parts • Two fan blades • Two voltage regulators • Clock
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 • Original '38 Special convertible coupe top boot for pattern • Two hood ornaments
 • Hood side vents • Misc. moldings • Steering wheel core • Radio
 • '38 Special Convertible coupe wooden top bow for pattern

I am an original member of the 37/38 Club. I sold my 1938-46C convertible coupe in 1993. These
 are the parts I have left over. I will sell all for \$500. I am not interested in splitting up the package.

Sid Niccum (#113)

820 Willow Drive

Clarion, Iowa 50525

Phone: (515) 532-2362

NOS KEYS:

I recently acquired a large assortment of pre-cut #8000-9400 GM keys to fit 1937-38 Buicks. If any members would like to obtain NOS keys, send me your key number. I will check to see if I have it. State whether it's for the Door/Ignition or Trunk/Glove box. Do not send funds until I respond. The price will be \$5 per key plus \$1 postage. I also have 2000 used keys, if anyone needs help for sidemount locks, send me your locks. The cost will be \$15 per lock plus \$5 for return postage.

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FAX: (905) 668-3203

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4-Door Sedan Mode 61.

Nice original interior.

New white wall tires

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Steve Nathanson (#656)

69 Terrace Road

Walnut Creek, CA 94569

E-mail: My37Buick@aol.com



• 1938 SPECIAL FOR SALE:

1938 Special 4-Door Sedan

Model 41. Motor apart, needs complete restoration or parts car.

\$2,200 obo

Bart Stein (#391)

257 Turner rd.

Morrisonville, NY 12962

Phone: (518) 643-9586



• 1938 SPECIAL FOR SALE:

Black 4-door Trunk Back Sedan Model 41. Rebuilt engine with hardened valve seats and guides and insert bearings. Rebuilt front end, all new brakes, cylinders, lines and two new drums. Sidemounts, red wheels. Beautiful, excellent running car.

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(616) 483-9175



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Harold Cohen (#1322)

3961 S. Hudson Way

Englewood, CO 80110

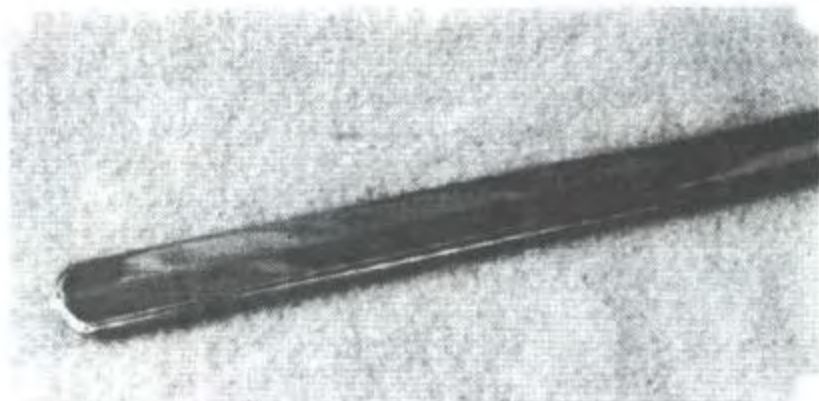
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1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item. **SATISFACTION GUARANTEED.** \$39.95 including shipping.



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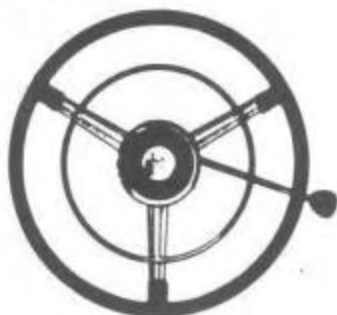
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